POSTSCRIPT.

FRIDAY, OCT. 2-3 A. M.

SPAIN.

Carlist Contingents Demanding Peace.

LONDON, Oct. 2, 1874. The Caritst Juntas in Biscay demand the resto-

GERMANY.

Prussian Rioters Severely Punished.

KONIGSBERG, Oct. 1, 1874. The riots at Medenau, Northeastern Prussia, last June, have been sentenced to terms of imprisonment ranging from six months to three years.

ITALY.

The Emperor of Germany Unable to Visit the

LONDON, Oct. 2-6 A. M. A special telegram from Berlin to the Times says the Emperor William has written to the King of Italy, regretting that he will be unable to visit Rome in the autumn, as he intended.

Young Osages on the Warpath-Bodies of Buffalo Hunters Discovered-Indian Alliance Contemplated.

TOPEKA, Kansas, Oct. 1, 1874. Governor Osborn yesterday received despatches ing the military, stating that sixty-five young Osages of the Big Hills band crossed the Arkansas River below the mouth of Salt Fork on Friday, 18th ult., and crossed the Fort Sill trail on Sunday, 27th ult., near Skelton Creek, going west. They are probably bound for the country between Male Creek and the supply road to operate on Medicine dered conviers along the line to put the militia on their guard for the protection of the border. Gen-

their guard for the protection of the border. General Pope telegraphs to Governor oscorn he has had intelligence of the same party; that it consists of forty-three Indians, and that efforts are being made to induce them to return to their reservation.

Captain Collins, of the militia, discovered the dead bodies of the five buffalo nunters from Reno, in the southwest part of Clarke county. They were all scalped and their horses killed. The Indians were fourteen miles away, but owing to lack of supplies and ammunition, Captain Collins did not pursue them. The hunters referred to were killed on the 27th of August last.

It is believed an alliance is meditated between the young osages, Cheyennes and Comanches the young Osages, Cheyennes and Comanches who are known to be in the north part of Clarke

SUICIDE AT NEW ORLEANS.

NEW ORLEANS, La., Oct. 1, 1874. John Henderson, aged forty-four years, a civil engineer, from West Virginia, committed suicide by taking laudanum to-day.

OBITUARY.

Joseph Glenn, of the Cincinnati Gazette. Joseph Gienn, one of the proprietors of the Cincinnati Gazette, died in Cincinnati on the 29th of September in the forty-eighth year of his age. He was the eldest son of William Glenn, of Cincinnati, and was born in Dearborn county, Indiana, October 28, 1826. He graduated at the Indiana Asbury University in 1846, and subsequently visited Europe. After his graduation he became one of the lounders of the extensive bouse of William Glenn & Sons of Cincinnati. Journalistic pursuits were more congenial to him, however, and in 1855 he invested in the stock of the Cincinnati Gazette Company, retaining his connection until his death. He made three trips to Europe and travelled ex-tensively in various parts of the United States forming valued acquaintances wherever he went. He was married a year or more ago to Miss Emma Edith Cogswell, of Nova Scotia, who survives him.

Joseph Pemeroy.

his residence, at Academia, Juniata county, Pa., was born near Roxbury, Franklin county, October 18, 1804, at which piace three generations of his ancestors had preceded him, his great grandfather having located in Lurgan township soon after the year 1730, among the first white settlers of Cumberland Valley. At an early age he entered the store of the late Stephen Culberston, in Shippensburg, and after remaining several years with him he went to Concord in 1826, to take charge of a store, which he conducted successfully for uree years, when he and his brother william H., who lives at Concord, entered lato the mercantile business together. Be afterwards enlarged his business by the creation of an extensive tannery at Concord, when his brother and nephew became partners with him, and continued the business together for several years. In 1840 he was elected to the Legislature from Frankin country; but failed, with his tacket, in 1841. He was the republican candidate for Congress in 1856 in this district, composed of Adams, Franklin, Futton, Bedford and Juniata country, being the only republican on his ticket elected, and served the term of five years. of Cumberland Valley. At an early age be entered

Rev. Nathan E. Willis and Mrs. Willis. The Boston Globe of the 1st inst. reports the death of the above-named divine in the following terms:-"This town was startled on the 24th ult. by a telegram from Selma, Ala., announcing the death of the Rev. Nathan E. Willis, son of N. Withs, of this page, and the probable fatal injury of his wife, a daughter of Mr. L. W. Hayden, by railroad disaster. The father of Mrs. Willis at once started for the scane of the disaster with little started for the scale of the disaster with little hope of finding his daughter living. This fear proved well founded as on Monday a telegram brought the announcement of her death, which occurred on Saturday evening, before any near friend could reach her to scothe the pain of her last moments. Accompanied by his whe and son Mr. Whits started from indigewater on Monday, the list, for Marion, Ala, where he had for two years been engaged in teaching the freedmen and preaching under the auspices of the American Missionary Association. His success in this field of labor has been noticed in the reports that have been published the past year, and his vigorous health and earnest interest in behalf of this downtroaden race gave promise of still greater usefulness in the fluire. This melancholy event touches deeply not only the lamines immediately connected, but the entire community, among whom both Mr. and Mrs. Whits from childhood have been most highly regarded for those qualities of mind and heart that so ditted them for the station they occupied. The delicate health of Mrs. Willis was the occasion of the reagnation of the station her husband had occupied in the Boston English High School two years since. They had sought the more genial climate of the South son her high school two years since. They had sought the more genial climate of the South son English High School two years since. They had sought the more genial climate of the South son the right of their Master, they had so earnestly ministered the consolations of the Gospel. Mr. Whits graduated at the State Normal School here, after which he entered Amherst College, where he became well prepared for the prosecution of the profession he had chosen. In all the walks of life and a hid the scenes of his labor as teacher he won the lasting esteem of all who enjoyed his acquaintance." hope of finding his daughter living. This fear

THE DEATH OF LIEUTENANT DE BOEST.

Coroner Croker yesterday empaneled a jury in the case of Lieutenant Charles F. De Borst, late of the Seventy-first regiment, who was killed at Creedmoor last Saturday evening by being crushed between the steps of a car and the tim-hers of the platform at the depot, but was unable to proceed with the investigation as was intended, ow ing to the assence of important witnesses. A number of persons have been summoned to prove that the railroad company soid tickets to passen-gers that they could not furnish with seats, and that great crowding and disorder prevailed among the jassengers on board the train, all of whom were; impatient to reach their homes in the city. The imagnest will take place on Saturday.

PUNERAL OF SENATOR GANSON.

BUFFALO, N. Y., Oct. 1, 1874. The fune al of Senator John Ganson, this afternoon, was attended by an immense concourse of citizens. The services were of the most impressive character. Flat's on public and private buildings and shipping in parbor floated at half-mast during the day.

THE NEW PILATEOAT W. W. STORY.

The W. W. Story, a very handsome specimen of naval architecture for the use of the New York and Sandy Hook pilots, was! successfully launched

Inches; draught of water, 9 feet 10 inches; ton-nage, 110 tons (old measurement). She is of oak, yellow pans, chestaut, nackmatack and thor-oughly fastened. Her spars are of the subjoined lengths:—Foremast, 69 feet 6 inches; mainmast, 11 feet 6 inches, mainboom, 50 feet; foreboom, 23 feet; mainguit, 21 feet 6 inches; foregad, 21 feet 3 inches; bowsprit, outboard, 21 feet. The pilots owning in her are Thomas Conley, Captain; Charles Cummisky and George II. Sisco. The W. W. Story will cost, complete, \$16,000, and will commence work in about ten days, the boat bearing No. 23.

THE WOMAN'S SUFFRAGE SOCIETY.

A very interesting meeting of this league took place yesterday afternoon, at half-past three o'clock, at the house of the President, Mrs. Dr. Clemence S. Lozier, No. 361 West Thirty-fourth street. The proceedings were of more than comto the propriety of reform movements and the reading of a beautiful essay on "Woman Before the Law" rendered the session very protracted. There were present (beside the accomplished Lady-President) the lair Chairwoman of the Executive Committee, Mrs. Lille Devereux Blake; the Secretary Heien M. Cook, Mrs. Slocum, Mrs. Bullard and others. After the minutes of the last meeting were read by the Secretary and approved the annual report of Mrs. Hallock was read, conveying to the meeting the cheering intelligence that the members of the society were trebled, and alluding in affecting terms to the death of late Representative David B. Mellish, who so ardently favored the movement of woman's suffrage. Mrs. Blake alluded to the contest in Michigan, which was considered of great importance at this time, and a letter from a distinguished United States Senator was read in which the woman's movement was indorsed. The report of the treasurer was then read, shewing the balance of \$10.48 in hand above all expenses, and Mrs. Blake then suggested that the members of the Executive Committee should personally visit the candidates for other and ask them for piedges in regard to their inture action on the movements of women for the sufrage. Reference was made to Miss Carrie S. Burnham, of Philadelphia, who was denied admission to practise in the Courts on account of sex, and a distinct disavowal by the fair speaker of all affiliation with the free-love doctrines. The case was cited of the recent arrests by the police in this city in the cancan raids, where the men were dismissed after fines of \$3, and the poor women were fined \$10 and sent to Black well's Island for one month. Mrs. Snepherd, Corresponding Secretary of the Association, sent in her resignation, when was accepted, but no appointment was made in her place. Mrs. Mix resigned as Chairman of the Committee of Public Meetings, and Mrs. Slocum was nominated to fill her place, which was manimusly approved.

Mrs. Stocum read a paper—intended, more eswas considered of great importance at this time.

was nominated to fill her place, which was unanimasly approved.

Mrs. Stocum read a paper—intended, more especially, to be recited cefore the "Young Men's Woman Suffrage Association"—which provoked some debate, in which the action of Judge Hunt, in sentencing Miss Susan B. Anthony for voting, was severely criticised. Mrs. Slocum solemnly emphasized the fact that "while woman could only pray man could command," and added "that the very door of liberty was barred and barricaded by man—and that door was the ballot."

After settling that the next meeting should take place the first Tuesday in November the assembiage adjourned.

COLLEGE OF PHYSICIANS AND SURGEONS. The opening exercises of the College of Physiclans and Surgeons and the medical department of Columbia College for the regular winter sessions of the institution took place last evening in the building corner of Twenty-third street and Fourth avenue, Dr. E. L. Beadle, Vice President, and Dr. C. M. Allen, President of the Alumni Association, with about twenty other prominent members of the profession, occupied places on the platform. The Rev. Dr. Weston opened the exercises by a brief but appropriate prayer. The delivery of the introductory address was then commenced by Professor William H. Draper. He left, he said, a full appreciation of the honor conjerred upon him and the importance of the task he had undertaken. He showed how students were to be devoloped into practical doctors, and proclaimed the science and art of medicine to be grander, nobler and more perfect than ever. The next point dilated on explained satisfactorily the relations which the conscientious physician bore toward the people at large, toward society and toward his patient in particular, and pointed out the necessity of drawing a moral line of demarkation between the charlatan and the scientist. The Doctor was instrumental in increasing human happiness and in decreasing human misery. They are the guardians of humanity and their success cannot be based on chance or superstition, but on skill acquired by laborious study and continual practice. Hence the necessity of a broad and liberal culture by which the power of their office may be magnified. The relations between true and laise medicine were here explained, and the learned Professor concluded by remarking that nothing but merit makes the useful physician, and that medicine itself as a study was a temple and a shrine to which all present may bring some devoted offering to the cause of science and of truth. The spacious nall was crowded to excess by the students of the college, and great enthusiasm prevailed at the close of the lecture. Professor William H. Draper. He felt, he said, a

MR. MOULTON'S BAIL.

The "mutual friend," Frank De Pau Moulton, has finally furnished haif of his bail, not that ne had any serious trouble to raise it all at once, but unfortunately Mr. Robinson, one of his partners, who was to sign his bond, was ill yester-day, and was not able to get to the day, and was not able to get to the Court House. Mr. Woodruff, his other partner, however, appeared at the District Attorney's office at half-past nine o'clock, and said that he was ready to sign the bond, which, it will be remembered, was fixed at \$3,000. The District Attorney was not is, but Mr. Faron, the chief clerg, drew up the bond, and Mr. Woodruff then signed it. They then went up to the City Court, before Judge Nelison, where the signature was duly acknowledged. Mr. Moulton said he was sorry Mr. Robinson was not present and asked if his justification could not be taken at his house. Mr. Faron told him he did not think the Judge would go to Mr. Robinson's house for that purpose. "Well," said Mr. Moulton, "he will probably be up to-morrow, and he can sign it then." Mr. Faron said that would be satisfactory if it suited the Judge. Mr. Moulton then asked the Judge if he would not ride with him to Mr. Robinson's residence; but the Judge declined, and said Mr. Robinson might come to the Court when his health permitted and justily. Mr. Moulton left.

COOPER UNION CLASSES

The registration of applicants for admission closed last evening. The informal opening of the scientific classes will take place in the philosophical lecture room this evening, at half-past seven o'clock.

There have been admitted to the schools:-In science—in algebra, 201; in geometry, 209; in natural philosophy, 131; chemistry, 189; astronomy, 30; mechanics, 25; trigonometry, 20; analytical geometry, 24; descriptive geometry, 25; calculus, 11; mechanical drawing, 20; mechanical engineer-

ing, 3; chemical analysis, 8. In art—In life drawing, 15; in cast, 40; in form, In art—in life drawing, 15; in cast, 40; in form, 45; in fagure, 80; in ornamental, 205; in rudimental, 135; in architectural, 150; in mechanical, 120; in perspective, 69; in modelling in clay, 78; making a total of 1,831 on the class rolls. But, as many of these applicants pursue several studies, the number of individuals registered is only 1,254.

In some classes there are still a lew vacancles, and applicants will hereafter be received on Thursday evenings before eight o'clock. The registration given above is by far the largest yet known.

SHIPPING NEWS.

OCEAN STEAMSHIPS.

DATES OF DEPARTURE FROM NEW MORS FOR THE

Steamer.	Saile.		Destination.	Office.
Oceanic	Oct	3.	Liverpool.	19 Broadway
City of Chester	Oct	3.	Liverpool.	15 Broadway
Pereire	Oct	3.	Havre	55 Broadway.
Batavia	Oct	3.	Liverpool	4 Bowling Green
Victoria	Oct	3.	Glasgow	7 Bowling Green
America	Oct	3.	Bremen	2 Bowling Green
Egypt	Oct	3	Liverpoot	69 Broadway.
Idano	Oct.	6	Liverpool.	29 Broad way.
Lewing	Oct	6.	Hamburg	113 Broadway
State of Penns'l'a	Oct	7.	Glasgow	72 Broadway.
Abysania	Oct	7	Liverpoot.	4 Bowling Green
Stieria	Oct	8.	Hamburg.	61 Broad way.
The Queen	Oct	10.	Liverpool	69 Broadway.
City of Richmond	Oct.	10.	Liverpool	15 Broadway.
Reputate	Oct	10.	Laverpool.	19 Broad way
China.	Oct	10.	Liverpool.	4 Bowling Green
Canada	Oct.	10.	London	69 Broadway.
Ethiopia	Oct	19.	Glasgow	7 Bowning Green
Hermane	Cot	10.	Bremen	2 Bowline Green
WISCODATE	Oct.	13.	Liverpool	29 Broadway.
Russia	Oct	14.	Liverpoot.	4 Bowling Green
State of Pinerda	Oct.	14.	Glasgow	72 Broadway.
P Caland	Oct.	15.	Rotterdam	50 Broadway.
City of Puris	Oct	17.	Liverpool	15 Broadway
England	Oct.	17.	Liverpool.	69 Broadway.
Java	Oct.	17.	Liverpool	4 Bowling Green
Baltic	Oct	17.	Liverpoot	19 Broadway.
California	Oct	17.	Glasgow	7 Bowning Green
St Laurent	Oct	17.	Havre	58 Broadway.
Herder	Oct	20.	Hamburg	III Broadway.
Bothnia	Oct.	21	Liverpool.	4 Bowling Green
State of Nevada.	Oct	21.	Glasgow	72 Broadway.
City of Montreal.	Oct	24.	Liverpool	15 Broadway.
Utopia	Oct	24	Glasgow	7 Bowling Green
Rotterdam	Oct	29	Botterdam:	50 Broadway. #

Almanac for New York-This Day.

PORT OF NEW YORK, OCT. 1, 1874.

CLEARED.

Steamship Lord Clive (Br), Urquhart, Liverpool—Snow A durges.
Steamship Pommerania (Ger), Schwensen, Hamburg,
&c-Kunbardt * 00.
Sieamship Maas (Dutch), Chevalier, Rotterdam-Funch,
Edye & Co. nip Metropolis, Potter, Porto Plata, &c-L Deluship City of Havana, Phillips, Havana-F Alex-Sons. hip H Livingston, Mallory, Savannah-W R Garrison.

Steamship Charleston, Berry, Charleston—J W Quintard & Co.

Steamship Isaac Bell, Biakeman, Noriolk, City Point and Richmond—Old Deminion Steamship Co.

Steamship Vanicator, Deane, Pulladeiphia—Lorillard Steamship Co.

Steamship Co.
Steamship Steamora, Johnson, Portland—J F Ames.
Steamship Nercus, Bearse, Boston—H F Disposek.
Ship sarrohen (Ser), Klopper, Bremen—E Cukart.
Ship St Petersburg (Nor), Hansen, Hamburg—C Tobias
& Co. Co. Ship Tyro (Br), Robbins, Hamburg-Boyd & Hincken. Ship freight 1. Ship freight 2. Ship freight 2 Co.

Bark Burgermeister Kerstein (Ger), Ehrenreich, Cork
for orders-Funch, Edye & Co.
Bark Angoldini Bernardı (Ital), Schiaffino, Cork tor
or ers-Shoovich & Co.
Bark Frateili Doge (Ital), Trapino, Antwerp-I Benham. Bark Salo (Rus), Nordgren, Antwerp-John C Seager. Bark Sandoik (Swe), Samuelsen, Antwerp-John C Seager. Bark Alice Cooper (Br). King, Antwerp-Snow & Burgess.
Hark Amazon (Swe), Olsen, Antwerp—Funch, Edve & Bark Texas (Ger), Steffano, Bremen-Charles Luring & Bark St Angelo (Ital), Garguilo, Leghorn-John C Sea-

ger.

Bark Concezione Immaculato (Ital), Rossi, Genoa—
John C seager.

Bark Volterno (Ital), Savarese, Genoa—Fabbri &
Chaunecy. Chauncey.
Bark Excelsior, Bowers, Buenos Ayres—John Norton,
Jr & Son.
Bark Morning Star (Br), Sisson, St Jago and Guantanamo—Waydell & Co.
Erns La Soletta (Ital), Ladanza, Liverpool—John C Seager.
Brig Candezza Lauro (ital), Lauro, Catania—Fabbri & Chauncey.
Brig Livira (Ital), Torano, Salonica—Lauro, Storey & Brig Weylandt (Ital), Menella, Alexandria, E-D Som-Brig Francesco Paolo (Ital), Ferrera, Corín and Pa-as-D commers Howe. Brig Torrid Zone (Br), Cooper, Gonalves-R Mur-

ray, Jr.
Brig Gazelle, Dickson, St Jago-Brett, Son & Co.
Schr O M Marrett, Reed, Para-G Amsinck & Co.
Schr Percaux (Br), Borden, St Johns, NF-C W Bertaux.
Schr Franklin, Miller, Indianols—Tupper & Beattle.
Schr Franklin, Miller, Indianols—Tupper & Beattle.
Schr Mary H Hand, Hand Charleston—Squires Bros.
Schr Wm G Tutis, Weir, Baltimore—Wm Chalmers.
Schr W G Senson & Schr Fristol and Providence—H W Jackson & Son.
Sloop Mary Dallas, Drake, New Haven—Rackett & Bro. op Mary Dallas, Drake, New Haven-Rackett & Bro. ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS AND HERALD WHITESTONE TELEGRAPH LINE. EERALD WHITESTONE TELEGRAPH LINE.

Steamship State of Fennsylvania (Br), knight, Glasgow sept 19, and Larne 20th, with indee and 93 passengers to Austin Baldwin & Co. Had good weather to the Banks: thence fresh W gales, with high cross sea. Sept 25, lat 49 34, ion 45 of, passed a bark-rigged steamship, bound W; 20th, lat 49 56, son 40 50, passed a vessel bottom up, coppered, with rudder gone, apparently a large schooler. ood & Co. amship Old Deminion, Walker, Norfolk, City Point sichmond, with mose and passengers to the Old Do-in Steamship Co. minion Steamship Co.

Ship John Harvey, Brown, Cronstadt 46 days, with make to De Groot & Feek.

Bark J Steele (of Windsor, NS.), Leighton, Buenos Ayres 56 days, with hides and 4 passengers, to order; vessel to H J De Wolf & Co; crossed the equator Aug 25 in lon 31 W. vessel to H J De Wolf & Co; crossed the equator Aug 28 in Ion 31 W.

Bark David Babcock (of Belfast Me), Coicord, Charleston, SC, 10 days, with naval stores to Patterson & Co; vessel to master.

Bark St Mary, Hallowell, Baltimore 48 hours, with coal to the Consolidated Coal Co; vessel to J W Elwell & Co. Co. Brig Centour, Stanley. Nagnabo, PR, 18 days, with sugar to J V Onatavia & Co; vessel to Marcus Huuter & Co. Was 6 days north of hiatteras, with strong northerly

vinds. Brig Oliver (Br), Weeks, Miragoane 13 days, with cof-ee and logwood to R Murray, Jr. Brig Oliver (Br), Weeks, Miragoane 13 days, with coffee and logwood to R Murray, Jr.

Brig Jeremish (of Searsport), Ford, Sagua, 16 days, with sugar to B Ronda, vessel to R P Buck & Co, had strong NE and NW winds.

Brig J Leighton, Leighton, Calais 11 days, with iumber to order.

Schr Cecile, Anderson, Para, 17 days, with rubber, nuis, &c., to G Amdrock; vessel to B J Wenburg. After Sept 28, had a succession of gales from SSE, SW and NW.

Schr Laura Pride, Alexander, St Pierre, Mart, 15 days. NW.

Schr Laura Pride, Alexander. St Pierre, Mart, 15 days, with sugar to Suau & Son; vessel to Brett. Son & Co. schr Pranklin Treat. Dowing. St Andrews. 16 days, with cocoa nuts to W R Grace; vessel to B J Wenberz. Schr Eothen, Brandtberg, Aux Cayes, 14 days. with logwood and coffee to H Becker & Co; vessel to Youngs, Smith & Co. Smith & Co.

Schr Edith Stephens (of Boston), Anderson, Monte Christi 9 days, with logwood to bylvester Bush; vessel to P J Nevius & son.

Schr James Siater, Hawkins, Fernandina II days, with yellow pine to B H Howell & Son.

schr Lucy Wright, Elzey, Jacksonville, II days, with yellow pine to Drew & Buckie; vessel to Van Brunt Bros.

Schr John G Weight, Factor of Boston Schr Log of Christian Committee of Christian Committee of Christian Committee of Christian Ch

Schr John G Wright, Feeds, Germantown, Ga. 12 days, with yellow pine to order; vessel to Overton & Hawkins. ns. Schr Ben, Davis, Wilmington, NC, 7 days, with naval stores to E S Powell.
Schr Tarry Not. Simmons, Wilmington, NC, 5 days, with lumber and shingles to Benton & Sons; v.ssel to

with lumber and shingles to Benton & Sons; v.ssel to master.
Schr Paugasset, Ingersoll, Wilmington, NC, 10 days, with navai stores to Worth & Worth; vessel to E D Hurlbut & Co.
Schr W P Cox, Thomas, Norfolk, Va.
Schr S W Townsend, Townsend, Richmond, Va.
Schr Annie E Moore, Hastings, Richmond, Va.
Schr Annie E Moore, Hastings, Richmond, Va.
Schr Moumouth, Anderson, Virginia, with railroad ties to Those Cora, Bush, Richmond, Va.
Schr S H Hawes, Fort, Virginia, sehr Annie E. Moore, Hastings, Richmond, V.
sehr Moumouth, Anderson, Virginia, with ra
to Thos Benton & Sons.
Schr Gora, Bush, Richmond, Va.
Schr S H Hawes, Fort, Virginia.
Sehr Mary Prancis, Cain Virginia.
Sehr Mary Prancis, Cain Virginia.
Sehr Meditan, Casilier, Virginia.
Sehr Meditan, Casilier, Virginia.
Sehr Meditan, Casilier, Virginia.
Sehr Meditan, Casilier, Virginia.
Sehr Menry T Wood, Curles, Virginia.
Sehr Henry T Wood, Curles, Virginia.
Sehr Sarah Quinn, Lee, Virginia.
Sehr Sehr Holmes, Van Note, Virginia.
Sehr F Shuthert, Cranmer, Virginia.
Sehr G Both Knight, Russell, Virginia.
Sehr Bobt Knight, Russell, Virginia.
Sehr R C Burbank, Porter, Virginia.
Sehr B Oliphant, Truax, Virginia.
Sehr J A Johnson, Johnson, Virginia.
Sehr J B Johnson, Rose, Virginia.
Sehr Hum A Perey, Hall, Georyetown, DC.
Sehr Wm B Kenzel, Sojer, Georgetown, DC.
Sehr Harararet & Lucy, Avery, Baltimore,
Sehr Edith Phinney, Baltimore.
Sehr Hein A Hoyl, Crane, Baltimore.
The steamship City of New York, from Hav
ywed 30th ult, reports:—Had heavy sales from

schr Heien A Hoyt, Grane, Baltmore.

The steamship City of New York, from Havana, arrived 30th uit, reports:—Had heavy gales from lat 29 20 Non morning of 26th, the gale commencing at E. then to St. then W. and back to Sw. blewing very heavy; 29th—5 PM, passed Hatteras: since then very heavy NW and northerly winds; 30th—11 AM, iat 37 40 N. lon 74 36 W. passed steamship Colombra, hence for Savannah; same day, 5 PM. Delaware Lightship west 8 miles, passed steamship Columbus, hence for Havana. passed steamship Columbus, hence for Havana.

The bark Gra (Nor), from Cardiff, which arrived Sept 28 at sandy Hook for orders, came up to the city yesterday.

day.

The bark Anna & Bertha (Ger), from Barrow, which arrived sept 37 at Sandy Hook for orders, came up to the city yesterday.

The bark Erstatungen (Nor), from Newry, I, which anchored in Gravesend Bay Sept 16 for orders, came up to the city yesterday (is). to the city yesterday (ist).

RETURNED—Schr My Rover, Brown, hence Sept 30 for Charleston; having same night when off Barnegat, been run into by an unknown schooner, striking the M R in the centre of the stern, cutting the boat in two, smashing the stern badly and breaking main boom; was unable to get the name of the vessel or amount of damage she received, as she kept on her course.

Passed Through Hell Gate.

Steamship Chesapeake, Jonnson, Portland for New York, with mdse and bassengers.
Steamship Chr of New Bedford, Springer, New Bedford tor New York, with mdse and passengers, Schr J H Burnett, Gardner, Bristol for New York.
Sehr Henry J Scudder, Gorham, Southportfor New York, steamer Electra, Young, Providence for New York, with mdse and passengers.

with make and passengers.

BOUND EAST.

Schr Silver Star. Hodgman, Rondout for Boston.

Schr Emma. rach, New York for Noank.

Schr Ha Höyt, Crane, Ballumore for New Haven.

Schr J H Tripp, Nickerson, New York for Chatnam.

Schr S M Tyler, Philips, Hoboken for Providence.

Schr Nettie Bowers, Spenr, New York for Boston.

Schr G Gurney, Gurney, Elizabethport for Frovidence.

Schr Bachei Jane, Caswell, Hoboken for Frovidence.

Schr Prudence, Halkiy, New York for Providence.

Schr Rebecca & Halmah, Hawkins, New York for New

Haven.

Schr Rebects & Hallian, Harden Providence, Schr Horizon, Leet. New York for Providence, Schr D A Berry, Walters, New York for Providence, Schr Parazon, Larrabee, Port Johnson for Salem. Schr W B Darling, Pendleton, Port Johnson for Boston, Schr Chas & Smith, Hanson, Philadelphia for Boston, Schr Excelsior, Blydenburg, Port Johnson for Warren, Schr Sarah Lavina, Smith, Raritan River for Providence. ence.
Schr Henry Croskey, Chase, Rondout for Boston.
Schr B H Jones, Smith, Philadelphia for Boston.
Schr Laura Robinson, Robinson, Rondout for New Bed-

Schr Baura Boolmon, Rominson, Portosterio,
ford.
Schr Gloucester, Currier, New York for Providence.
Schr DM French, Childs. Rondout for Boston.
Schr Oalota, Kennett, Rondout for Roston.
Schr Sarah Clark, Griffin, Philadelphia for Greenport.
Schr Belle R Hall, Chass, New York for Northport.
Schr Gesanus, Young, Bondont for Somerset.
Schr Veranda, Fond, New York for Frovidence.
Schr W N Gesster, Egbert, Port Johnson for Provi-

Schr W N Gessner, Eggert, Fortsonson for Pawticket, dence.
Schr A C Noves, Baker, Port Johnson for Pawticket.
Schr Beile, Simpson, Now York for Bridgeport.
Schr Mimerva, Brightman, New York for Providence.
Schr Mimerva, Brightman, New York for Providence.
Schr Hunter, Smith, New York for New Bedford.
Schr Hunter, Smith, New York for New London.
Schr Mary Louiss. Emerson, New York for Norwich.
Schr Xebec, Brookfield, New York for Fall River.
Schr Elizabeth Hamilton, Hamilton, New York for Pacytidence.

hr Maggie Cummings, Smith. Philadelphia for Co-Schr Sarah D Buckley, Buckley, New York for Westport. Schr Salmon Washburn, Hathaway, New York for Tueset, El.

Taunton.

Schr Lamartine, Smith, Amboy for Stamford.

Schr Lamartine, Smith, Amboy for Stamford.

Schr C F Lawrence, Kelly, New York for New London.

Schr Star Spaugied Banner, Blackman, Port Johnson
for Hartford.

Schr Edw. Wooden, Young. Rondout for Providence.

Schr Highland, Lynch. Albany for Boglyn.

Steamships Pommerania (Ger), Hamburg; Maas Outch, Rotterdam; Lord Cilve (Br), Liverpoot; City of Havana, Havana; Herman Livingston, Savannab; Charleston, Charleston; Vindeator, Philadelphia; shub Tantallon Castle (Br), Liverpoot; Carl (Ger), Hamburg; Martha Boker, Charleston; barks Ursus Minor (Nor), Gloucester; Rosa Eugenia (Ital), Queenstown or Falmouth; Normen (Nor), Materford; Luria (Nor), do; Agder (Nor), Beliast; La Pace (Ital), Santander: Benedette (Ital, Civita Vecchia; Askoy (Nor), Sieckholm; Hombersund (Nor), Rotter dam; Emerald (Nor), La Rocnelle; Torn (Nor), Liverpoot or Birkenhead; Fvilsa (Nor), Charleston; Fiskaraqua (Br), Aspinwall; Johannes (Nor, Gloucester; Carlb, Prederiekstadt; Pallas (suss), Arica; Ricardo (Ital), Leghorn: Erna (Nor), Rotterdam; Martino Cilento (Ital), Tessie; Falermo, Galveston; Enrique (Tula, Bellze; Osso, Funedin and Wellington; Habets Anker (Nor), Jondon; Lama Cacace (Ital), Messina; bets Anker (Nor), Jondon; Lama Cacace (Ital), Messina; Marie (Outch), St Martins and Neviz; esh New Design No 2 (Br), Penarth Roads; Southern Home (Br), Maracaibo; Bright Star (Br), Darien, Ga; Ella F Crowell.

Maritime Miscellany.

Purser Chas F Burke, of the steamship City of New York, from Hayana, has our thanks for favors. York, from Havana, has our thanks for favors.

Launch of a Naw Pilot Boar—at the yard of 8 H Pine,
Greenboint, yesterday, the new pilot boat W W Story,
No 23, was launched. She is intended for the Sandy
Hook business, and is owned by Messrs Sisco, Connolly
and Cummiskay, all well known and skilful pilots. A
trial trip will take place shortly, to test her sea and
sailing abilities. She is named in honor of Capt W
Story, one of the Pilot commissioners. Story, one of the Pilot commissioners.

Stramship Alaska was among the vessels driven ashore during the late gale at Hong Kong. She was undergoing repairs at the time. She was neither leaking nor strained, and would be got off next tide without damage.

Shir joins Tucker, Taylor, before reported lost on the passage from Hollo for Queenstown or Falmouth, with a cargo of sugar and supan wood, assessar, Capi T intending to pass between the Island Southers, Capi T intending to pass between the Island of Sibaroe and Kenha, which according to the chart and directions has a clear passage of 9 miles. On the 21st of Juj's his feached the southern limit of Macassar Strait, in lat 5 21 S. Iou 1 18 E. from which position the Island of Sibaroe bore southwest hair west, disjant 60 miles. At miduight, indefing the island bore West by North 15 miles, hauled up the courses, and steered WSW. At 1 AM land was seen 7 miles of, when the ship was headed to the North to sight 4 small islands lying north of Sibaroe. In 20 minutes these islands were discovered, when the captain feeling sure of his position, tacked to the south, all sait being set with a fine breeze from E8E. At 2 o'clock a thin line of hreakers was discovered to leeward, Sibaroe bearing W by N, distant 5 miles. The helm was immediately but discovered to leeward, sibaroe bearing the struck at the ship came, up only one point, when he struck at the ship came, up only one point, when he struck at the ship came, up only one point, when he wind and sea were directly on the reef. She soon listed over to windward, so that the rail was under water. The sea tumbled in on deck, washing everything adrift and breaking in the houses. Fearing the ship would break in two before daylight the mariners cut away the masts to ease her. At daylight the mariners cut away the masts to ease her. At daylight the mariners cut away the masts to ease her. At daylight the mariners cut away the masts to ease her. At daylight the mariners cut away the masts to ease her. At daylight the mariners of the cargo had washed out, and the decks were breaking up. As nothing more could be cone to save the property all hands abandoned the ship and effected a safe landing, the vessel and cargo being a total loss. As nothing could be saved from the wreck, the s SHIP JOHN TUCKER, Taylor, before reported lost on the passage from Hollo for Queenstown or Falmouth, with a party of super and sman wood, passed through the Sulu

miles, which latter distance was proved by Capt Paylor after landing on the island.

Bark Everdarn (Ger) was among the foreign vessels lost by the late typhoon at Hong Eong; she was loading for New York and was a total wreck.

Brig Ada H Hall (Br), Johnston, from Milk River, Ja. at Philadelphia (before reporcel). reports:—Experienced a heavy gale Ang Si off Cape Antonio, and another Sept 6. At midmight Sept 10, lat 33 19, lon 75 20, was run into by an unknown schr, carrying bowaprit and foremast below the top; cut a way backstays to clear the wreck, and sprung mainmast; also cut away planking on one side, and started chain boits. The schr, showed no lights, and reported as being from Darien, bound K, but the master refused to give her name. On Monday, 14th, was driven on a lee shore, and got in Shoal water off Lookout, when we were obliged to throw overboard deckload (about 20 tons logwood) to save the vessel; was taken in low off the Capes by the tug America, and brought into port.

Schr Martix, running between floston and Grand

brought into port.

Schr Mantis, running between Boston and Grand
Menan Island, is one of the oldest of that class of vessels
now in service. It was a privateer in the war of 1812,
and was captured by the English in the Hay of Fundy,
and the captain, who was grandfather of the present
master, was made prisoner. The vessel has been overhaused and several times rebuilt, but still contains some
portion of its original timbers.

Schr Carrie Hayer, from Alexandria, Va. for Boston.

Son Carrie Heyer. from Alexandria, Va. for Boston, ran ashore on the West Chop, while going into Vineyard Haven 30th ult. A steamer went to her assistance.

Schr Fanny Harr, from San Francisco for — put back to former port Sept 23, with heel of mainmast sprung, jibstay parted and sails badly split, which occurred in a heavy gale from NNW on Sept 18 in lat 38 38 N, lon 127 44 W.

N. Ion 137 44 W.

Schr Messenger, of Taunton, Mass. with a cargo of monitoing clay from Raritan River, NJ, put into Norwich for repairs, having sprang aleak after starting.

Schr Annie Edith, Lyons, from Wilmington, NC, for Philadelphia, got ashore at Morehead City, but came off Sept 33, with loss of deckload, and anchored in the Roads.

Scur Ecules broke from her moorings at Savannah in the storm of Sept 28, and collided with bark H L Routh, from New York, and smashed taffrails. The captain was not on board at the time. Questic, Oct 1—The brig Beaver from Sydney, CB, has arrived in port with the captain and crew of the aban-doned bark Dunbrody, picked up on the 20th inst just of

arrived in port with the captain and crew of the abandoned bark Dunbrody, picked up on the 20th inst just off Escaumain.

During the recent gale at Charleston the steamer St Helena, a river vessel, was blown ashore high and dry, had her hurricane deck blown off and was otherwise damaged. A highter moored to the steamer Border Chiettain parted the ropes and was driven up the wharf, sinking several small vessels and doing a large amount of damage to lour or five schooners lying in the dock. The force of the wind, together with the high tide, caused the lighter to swing across the dock, where it remained, with one end resting on South Commercial Warf and the other end on North Commercial Warf. The Considerable.

Entire this locality was considerable. The British beating to out the piling to which she was fastened and injured a portion of the shed on Atlantic wharf, also damaging her rudder head. Br bark Belgium lying at North Atlantic wharf, pulled up the piles to which she was tastened, at the same time carrying away a greater portion of the wharf and damaging herself. Ship Orpheus, lying at Accommodation wharf, broke loose from her mooring, the force of the wind driving her up the dock, sinking pilot beat No. 9, a fishing smack and several smail boats, after which the jibboom entered the top portion of the office of Messes Campbell, Wylle & Co's office, tearing away the brick work, biazza and root. Schr Gettysburg was thrown broadsade upon the wharf, in which position she cremained until the wind the wharf, in which position she commenced to settle so rapidly that the steam ing Republic was employed to pump her out, until she was taken to Marsh's wharf and placed beyond danger of sinking. Dredging machine the Paimetto State No. 2, for deepening the harbor, dirified to sea and up to a late hour at night could not be heard of. Schrs Saille Coursey, Carrle A Bentley and Alfred Keen were all slightly damaged.

BRAYERY REWARDED—Col McFadden, Collector of the Boothbay Customs District has lately received and delivered an elegant gold watch, with an inscription which tells its own story—Presented by the Government of Canada to Capt Wilson Lewis, mister of the American sechr Gertie Lewis, of Boothbay, Maine, CSA, in recognition of his humane services in the rescue of the crew of the brig Oak Point, of Halifax, NS, Aug 25, 1873. For Albert P Lewis, Sumner P Swett Freeman Hayden and Henry Totman, crew of the Gertie Lewis, manning the rescuing boat, there was an equal share of \$50 in gold.

Fast SALLING—The new ship Maxelian, Capt Sher.

Albert P Lewis, Summer P Swett. Freeman Hayden and Henry Totman, crew of the Gertie Lewis, manning the rescuing boat, there was an equal share of \$30 in gold.

Fast Salling—The new ship Magellan, Capt Sherburne, which sailed from Boston for Valparaiso, has returned, after an absence of only 156 days. Sher mad the passage out in 80 days and bone in 67—in all 147 days at sea. She discharged one capgo and took in another. The homeward freight censists of copper ore, wool, kins, &c. to Messrs Hemmenway & Brown. She was built at East Boston by Messrs Smith & Townsend, the builders of the North American, Agenor and Conqueror, all remarkable for their speed and beauty.

Shiparithing—Messrs Nickerson & Co. of Boston, are having a splendid ship built at Bath, Mc. She is to be called the Highland Light. Her figure head will represent a woman with a torch in band.

At Harrington Mr Moses Nash has a brig of 480 tons nearly ready to launch, built on contract, owned by Mr. Nash, parties in New York and Capt Devereux, of Searsport, who will command her. Mr S W Nash and and his son, A M Nash, are building two 3-masted schooners of about 415 tons each. Capt Alex Strout will command one of these vesseis. They are both to be launched this fall. Messrs Kamsdell, Rumball & Coffin are building a schooner of 201 tons, to be completed this fall. Alonzo Nash, master carpenter and builder, has a bark in his yard, built for Capt Henry S Ray, of about 701 tons, to be off by the last of October. This is probably the largest vessel ever built in Harrington. One whole cargo of Nouthern pine, 125 M. has been used in this bark. The trame is of the best Eastern hard wood and hackmatack. The vessel is 150 feet iong on top, 33 feet wide, S between decks, 12 feet lower hold, and will be named the John F Rottman. Capt Ray and the builders are owners, also parties in New York.

And Horidge, Capt J W Sawyer has a bark in his prother Capt David Sawyer, Wr Definition, and his brother Capt David Sawyer, who will command her, Messrs Simbson, Clapp & Co.

early next season. It is thought as much tonnage will be built here in 1875 as in 1874.

Launcher—sept 28, from the yard of Messys Gilder-sleeve & Sons. at Gilder-sleeve's Landing, Ct, the benutual new schooner Ada & Shortland. The A G is a 3-masted schooner of 80 tons burden and 18 designed for the Southern trade, and will leave at once for New York, where she will load for the Gulf ports. Captain H H loane, of East Haddam, will command her. Her entire cost was about \$25,000.

At Harrington, Sept 24 by Messys Ramstell, Rumball & Coffin, a three-masted schr, of about 425 tons, named H Emily Riley, and owned by the uniders, Brett, Son & Goffin, who is to command her, and others. Also, Sept 26, by the same builders, a three-masted schr, of nearly same size named John H Converse. Capt H E Plummand her.

The three-masted schr launched at Freeport, Me. 26th iit, is named Cumberland, and is owned by David Keazer, R Sooile, Sunker Kroy and others of Portland; to be commanded by Capt J W. Webber, formerly of the schr Harriet Baker.

Notice to Mariners.

Notice to Mariners.

Wavinstan River—Disconsistance of a light, Washington, Oct 1—The Lighthouse Board gives no-ise that on and after the night of Thursday, Oct 15, the antern light bereforce placed to show the obstructions in Savannah River will be discontinued.

adriant River will be discontinued.

ADRIATIC SEA-QUARKEROLLO-ECOY ON A SHOAL.
A buoy has been placed on the shoal to the northwest-ward of Palazzoli rocks. This buoy is in 23 feet of water, painted white, surmounted by a wickerwork from cage, with concentric circles on top, and is on the following bearings: -Fort Asin, W 4 deg S: Testernik lighthouse, N 30 deg E, Oruda rock, S 25 deg E, distant about 25 miles.

Position of the buoy-Lat 44 35 30 N, lon 14 33 E.
Abusatic SEA-ZEAR CHANNEL-ROCT ON SAIDA SHOAL.
A buoy has been blaced on Saida shoal, in Zara channel, to the castward of the Tres Sorrelles. The buoy, which is painted white, surmounted by an iron wickerwork cage with concentric circles on top, lies in 16 feet of water, distant from the middle of the Tres Sorrelles about 25 miles on sur east bearing.

Position of the buoy, lat 44 11 N, lon 15 2 R,
Bearings magnetic. Variation in 164, 12 29 westerly.

MEDITERIANEAN—SALONIRA BAY—SHOAL OFF CAPE KARA.
The shoal bank off Cape Kara. Vespasian shoal, has been examined by H B M Cruiser, and was found to be do test long and 15 feet in breadth in a north and south direction. It has 14 feet of water on it with jrom 21 to

24 feet outside, and 17 feet between the shoal and the shore. The bank is composed of sand and loose stones. From the shoal Cape Kara lighthouse bears NE & E. distant about 6 cables, and Tougla point 8 & E. Wessels entering or leaving rationika hay should not round Cape Kara, or approach the coast between that cape and Tougla Point within one mile, or stand into less than 10 fathoms or water.

Bearings magnetic. Variation 8 deg westerly in 1874.

MEDITERRANEAN—KARAMANIA—SHOAL OFF KALAMAKI RAY, Notice is given of a shoal near the eastern cutrance point of Katamaki Ray called Jura Shoal, distant about one-quarter of a mile in a SSW direction. The shoal extends about 37 feet in a NNE and SSW direction, with 45 fathoms water on it. The position is given as lat 36 12 15 N, lon 29 26 19 E. Bearings magnetic. Variation 5 30 westerly in 1874.

catoptric.

Position of the light—Lat 36 deg 53 min 7 sec N, lon 6 deg 55 min 35 sec k.

This light can only be seen through an angle of 47 deg 30 min, being imitted by the salient angle of the jetty of Philippeville on the east and on the west by the dangers near Macaque islet. rampevine on the east and on the west by the dangers near Macaque islet.

skikdle light, in a rectangular beacon tower, between the Zouave barracks and the quarries, with clear weather should be seen a distance of seven miles. The height of the vane above ground is eight feet, above the water 25s feet. The illuminating apparatus is catoptric.

Position of the light—Lat 366 23 in, lone 56 53 i.E.

This light will be visible through an arc of 15 deg 50 min limited to seaward by a line drawn to the angle of the great jetty, and toward the land by the 4½ fathom line.

line.
North.—Bound to Philippeville: After making Srigina light, steer for Chatcau-Vert light until Skikda light is seen, then steer for the latter, and when Chatcau-Vert light is lost the vessel will have doubled the end and be behind the jetty.

west coast of aprica—condition of the bar off the seneral trend of the channel across the bar of the Senegal river has changed somewhat in a northern direction, and forms at present (Guly, 1876) a line running from N to SSW a distance of about 130 feet, varying in depth from 9½ to 10½ feet, the bar having moved to the southward about 220 yards since March 15, 1874.

The entrance to the channel is on the tollowing bearings:—Fliot pole, N 32 deg E; pole of Mouette, S 8 deg E. The flood tide generally runs NE, attaining a rate of 2½ knots; the ebb tide runs irregularly between S and SW, following the channel, and attains a velocity of 4 knots.

Bearings magnetic. Variation, 20 deg westerly in 1874. SOUTH ATLANTIC OCEAN-PALKLAND ISLAND-DANGERS BETWEEN NENGE AND WHECK ISLANDS.

The passage between Sedge and Wreck Islands is reported to be choked by a mass of reets rocks and broken water; it is, therefore, considered dangerous, and should be avoided by vessels proceeding into or out of the harbors on the northwest part of West Falkland Island.

MAGRLLAN STRAIT-INDIAN REACH-REPORTED DANGER NEAR A bank, covered with kelp, has been reported by the French genboat Internet in Indian Reach, situated on the following bearings:

From Toro Islet, the most southern of Covadonga group, N 27 deg E; and from the most eastern of the group N of deg E—distant from the dist islet about one eight and the Bureau of Navigation.

Ly other time Bureau of Navigation.

eighth of a mile.

Ly order or the Bureau of Navigation.

R H WYMAN. Commodore U S N. Hydrographer
US Hydrographic Office, Washington, DC, Sept 7, 1874. Whalemen.

Cleared at New Bedford Sept 30, brig Eunice H Adams Brownell, for Atlantic Ocean.

At Panama Sept 19, barks Cape Horn Pigeon, Baker, of Dartmouth, with 1,300 bbls oil; Grace Marks, Seamore, Chil, with 700 bbls oil. Spoken.

Schr E D Finney, from Boston for Georgetown, SC, Sept 20, lat 26 15, lon 74 45.

NOTICE TO MERCHANTS AND SHIP CAPTAINS. Merchants, shipping agents and ship captains are in

formed that by telegraphing to the HERALD London Bureau, No 45 Fleet street, the arrivals at and departpres from European ports, and other ports abroad, of American and all foreign vessels trading with the United States, the same will be cabled to this country free of charge and published.

OUR CABLE SHIPPING NEWS.

BORDEAUX, Sept 28-Sailed, ship Theobald, Adams, DANTZIC, Sept 29-Arrived, bark Helios (Ger), Zeismer,

New York. GLOUCKSTER, Oct 1-Arrived, bark Martin W Brett, Peerson, Dantzic.

HAVRE, Sept 29—Arrived, bark Gutenberg (Ger)

Rnobbe, Baltimore.
Livksroot, Oct 1—Arrived, bark Morro Castle, Jewett, Charleston. Also arrived 1st, bark Unicorn (Br), Horn, Galveston. Sailed Sept 30, ship Kalliope (Nor), Larsen, Pensacola. Lonpon, Oct 1—Arrived, bark Prinsessen (Nor), Ander

n New York.

MESSINA, Oct 1-Put in brig Giuseppe (Ital), Bartolo-

Post Said, Sept 30—Sailed, steamship Piciades (Br),
Post Said, Sept 30—Sailed, steamship Piciades (Br),
Lee (from Yokohama and Shanghai), New York,
Qurkenstown, Oct 1—Arrived, brig Zia Catarina (Ital),
Racoflero, New York.
Also arrived 1st, ship Peerless (Br), Allen, Valparaiso via Tome (see below).

ROTTERDAM, Sept 30—Arrived, bark Northumbrian (Br),

Pigge, Philadelphia. Also arrived 30th, steamship, W A Scholter (Dutch), Hus. New York.

Stockholm, Sept 29—Arrived, bark Star of Hope (Ger),

Hanrasen, New York.
Strttin, Sept 29—Arrived, bark Lucie Radman (Ger). WATERFORD, Sept 30-Sailed, bark Lalia W (Br), Mc-

LONDON, Oct 1-A telegram from Messina reports that the brig Giuseppe (Ital), Bartolomeo, from New York via Gibraitar for Cyra, has put into that port leaking badly; will have to discharge for repairs. Ship Peerless (Br), Ailen, from Valparaiso via Tome. arrived at Queenstown to day much damaged.

Bonnay, Aug 28—In port, snips Winona, Bray, from Liverpool, digs: Belvedere, Gardner, for Calcutta; bark St George (Br), Hall for New York, idg.

Calcutta, Aug 22—In port, snip Royal George (Br), Sailed from Saugor Aug 19, ships Callifornia, Bicknell, Boston; Forfarshire Bri, Jones, New York; 21st, barks Jas G Pendleton, Gilmore, Boston; Mary M Bird, Packard, New York.

Callao, Aug 29—Arrived, ship Whittier, Swap, Iquique; 30th, bark Oregon, Henry, Puget Sound.

Sailed 27th, ship Huxuenot, Sparrow, Iquique; Sept 7, bark R P Buck, Cortis, San Francisco.

Palmouri, Ja. Sept 14—Arrived, schr F G Davis, Mayo, New York (and sailed 18th for Ruatan); 18th brig ii M Morris, Fatterson, Halfax.

Sailed 12th, brig J B Kirby, Day, Philadelphia.

HULL, Sept 23—Sailed, bark Jas L Pendergast (Br), Bates, Rio Janeiro.

Havana, Sept 23—Arrived, bark N M Haven, Ulrich, Portland, Me.

Arrived 24th, steamships Crescent City, Curtis, New York; 29th, City of Merida, Timmerman, do.

Sailed 23d, bark Marie Leonec (Fr), Septiond, New Orleans.

In port 26th, bark Queenstown (Br), Kent, for New Orleans. Foreign Ports.

leans.
In port 20th, bark Queenstown (Br), Kent, for New Orleans, ldg: brigs Mary C Mariner, Doull, for Baltimore, do: Fanny, Smith, for north of Hatteras, do, and others do; Fanny, Smith, for north of Hatteras, do, and others unc.

Kingston, Ja, Sept 10-Arrived, schrs A D Henderson, Doane, New York (and sailed 23d for Black River, Ja, and New York); 12th, Marv D Ireland, Rountree do (and sailed 21st for Vaimouth, Ja, and New York); 13th, brigs Liberty, Devereux, do (and sailed 24th for Demerara Milk River and New York); 22d, Lizzie H Virden, Beatty, Baltimore.

Laggavaa, Sept 13-In port steamship Claribel (Br), Trenaman, from New York.

Las Tonas Dz Zaza. Sept 19-Arrived, bark Sarah Hobart, Pinkham, Havana, to lond for New York, Milk River, Ja, Sept 24-Sailed, brig Dart, Cotter, Philadelphia.

Matanzas, Sept 24-Arrived, bark Star King, Sanborn. Milk River, Ja., Sept 24—Sailed, Orig Dart, Cotter, Philadelphia. Maranzas, Sept 24—Arrived, bark Star King, Sanborn, Boston; brig San Carlos, Atherton, Portland, Me. Musquash, Sept 30—Cleared, bark Homeward Bound,

Boston; brig Nan Carlos, Atherion, Portland, Me. Musquasi, Sept 30-Cleared, bark Homeward Bound, Merryman, Liverpool.

Old Harbon, Ja, Sept 12-Salled, schr N Hand, Doherty, New York.

Sailed John, A Eggleso, Everett, Boston,
Para, Sept 13-In port schrs Mary Burdett, Tobin, for New York, idg; Mary B Douglas, Sherlock, from do, arrived 12th.

Pour au Plattr, Sept 13-Arrived, schr Allegro, Keller, River Jordan, Ns.
Pannaa, Sept 19-In Dort, bark "S Clark."

Pour Hastings, Sept 28-Passed, brig P H Odiorne (Br), from Pictou for New York.

Pictou, Sept 24-Cleared, steamship West Stanley (Br), Peacock, New Orleans.

Quernic, Sept 28-Arrived, bark J S Austin, Kimball, New York.

Sunyaan, Sept 3-In port schr Chas A Higgins, McIncha, Idg Supposed for Hoston.

Salt River, Ja, Sept 18-Salled, brig Prospect, for New York.

Strums, Mart, Sept 15-In port brigs Harry & Auston, River, Briggs, New York. Nork. SAL Sept 15—In port brigs Harry & Au-st Pirans, Mart. Sept 15—In port brigs Harry & Au-brey (Br), Briggs, for New York, idg; Virgima, Johnston, for Guadaloupe in 2 days, to finish idg for New York. Sydner, Cb. Sept 27—Arrived, bark Lottie Stewart (Br), Andrews, Liverpool. Sy Joux, NB, Sept 25—Arrived, schr Emma (Br), Dobo-van, New York. Sailed 25th, steamship Columbia (Br), Higgins, Liver-pool.

pool. Gleared 29th, schr Geo V Richards (Br), New York. Gleared 29th, schr Geo V Richards (Br), New York.

American Ports.

BOSTON, Oct 1—Arrived, steamships Rattlesnake,
Artis, and Williamsport, Willetts, Philadelphia; Win
Laurence, Hawes, Baltimore; schrs M K Rawley, Rawley, Pacosin giver; Bill stowe, Manson, Baltimore.
Below-schrs R S Graham, Win Labbott,
Cleared-steamship Canada (Br), Sunner, London via
New York, bark J L Wickwire, Br), Murray, Liverpool
via Galveston; schrs Gen Gonzales, Domini, Whitney,
Port an Spain via Brunswick, Ga: City of Cheisea,
Goodwin, Hayti, May McFarland, McFarland, Pascagonia. goula. sailed-Steamship Canada; ship Ambrose; brig Ko

goula.

Sailed—Steamship Canada; ship Ambrose; brig Kodak.

Sailed—Steamship Canada; ship Ambrose; brig Kodak.

BALTIMORE, Sept 20—Cleared, bark J S Pontoppidan (Dani, Fettersen, Richmond; schr Ann Twibill, Muillin, Porsmouth.

Oct 1—Arrived, steamships Wilmington. Holmes, New Orteans, Elizaoeth, Clark, New York; Martha Stevens, Chance, Go, schrs Heien G King, from Windsor, NS; Stephen Davoi, from Boston.

Below—Bark Guston Swol., Gott, from Liverpool.

Below—Bark Guston Palen. Haynie, Charleston; Cleared—Steamships Falcon. Haynie, Charleston; Cleared—Steamships Falcon. Haynie, Charleston; Sailed—Steamships Falcon. Haynie, Charleston; Dr. Sailed—Steamships—Cleared, brig Maurice, Venzie, Palemot schrs Aspiegt, to Bridgenen, NJ.

Sailed—Steamship—Cleared, brig Maurice, Venzie, Palemot schrs Aspiegt, Guston, Allen, Wilmington, NG; H L Curis, Mann, Lew York.

Ship Aspiegt, Grid Mechanic, New York.

Ship Aspiegt, Grid Mechanic, New York.

Ship Aspiegt, Grid Mechanic, New York.

Ship Haynie, Ship Ship

BRISTOL, Sept 30-Sailed, schrs J II Clayton, Gardner, hiladelphia CHARLESTON; Oct 1-Arrived, bark Tornjot (Nor), oblbach, Antwerp via New York; schr "K Dursrer," from Baracoa.
Off the port-Bark Robert Roak (Br), Irish, from Sailed-Steamship Fire Queen (Br), Corbishly, New Orleans.
DIGHTON, Sept 26-Arrived, schrs Julia A Tate, Tate, Elizabethport.
Salied-Schrs Sarah W Blake, Briggs, and Tillie E.,
Beath, New York.
28th-Arrived, schr Lucy Church, Pierce, Philadel-Phia.
FORTRESS MONROE, Oct 1—Passed in for Richmond, brig Bertha, from Baltimore; schrs W F Green, mond, brig Bertha, from Battimore, some and Lizzle Major. Sailed-Barg Palestine (Br), for Baltimore (from St Thomas). FALL RIVER, Sept 30-Sailed, sonr Sailie S Godfrey. Philadelphra.

GALVESTON, Sept 30—Arrived, stramship George W
Clyde, Pennington, New York via Key West.

GEORGETOWN, DC, Sept 29—Arrived, schr R P Hart, Windsor. GLOUCESTER, Sept 30-Cleared, brig Lilian, Hemeon, Liverpool.

MACHIAS, Sept 27—Arrived, brig Lizzie H Kimball,
Mulligan, Newburgses, saned 23d, schrs Para, Cates, New York; 24th, Siak Sherman, do.

MARBLEHEAD, Sept 25—Arrived, schr Marietta Steelman, Somers, Philadelphia.

NEW ORLEANS, Sept 27—arrived, up, steamship United States, Sampson, New York.

Oct 1—Cleared, brig Robert Dillon, Blatchford, Barcelond.

Oct 1—Cleared, brig Robert Dillon, Blatchford, Barcelond.

Arrived at the Passes—Steamship Carondelet, McCreery, New York; ship Ironsides, Austin, Liverpool. On the Bar bound out—Steamship Vanguard.

NORFOLK, Sept 29—Arrived, Calife Carrie, Johnson, and Edwin, Ingersoll, New York.

Cleared—Schr Cauton, Henly, Barbados, Sailed—Schr Addie Blaisdell (from Baltimore, having repaired), Bostep.

In Hampton Roads 29th, schr J Boyce, from New York for Richmond, with loss of foresail.

NEW BEDFORD, Sept 30—Arrived, schr H W Foster, Ricks, Alexandria.

Sailed—Steamship Leopard, Albertson, Philadelphia; Schr Frederic Hall, Smith, New York, NEWPORT, Sept 39—Arrived, schr Brederic Hall, Smith, New York, NEWPORT, Sept 39—Arrived, schrabelled, Steamship Leopard, Albertson, Philadelphia; Ellen Lomsa, Bishop, New York, Wim Bemandt, Wiggins, Providence for Philadelphia; Charwer, Witt, and Mary A Predmore, Sherman, do for New York, with Barges Star of the East and Advance in tow.

NEW HAVEN Sent 30—Arrived, schra Sannual, Deric for New York, with barges Star of the hast and Advance in tow.

NEW HAVEN, Sept 39—Arrived, schrs Samuel Davis, Davis Hoboken: C P Shuttis, Young, do; Levinia Delanoy, Delanoy, New York.

Cleared-Schr James K Shaw, Cox, Battimore.

Oct 1—Arrived, schrs C P Shuttis, Coe, Honoken; L Delanoy, Delanoy, New York: Samuel Davis, Davis, Kingston; Katte J Hoyt, Arnold, Baltimore: sloop Hinots, Allen, New York.

Sailed—Schr Sarah J Gurney, Gurney, New York, Sailed—Schr Sarah J Gurney, Gurney, New York, Sailed—Schr Sarah J Gurney, Gurney, New York, Bolt Cambelle, Sept 22—Sailed, bark Powhattan, Blackstone, Honolulu,

Blackstone, Honolulu.
PENSACOLA, Sept 19—Cleared, schr Annie, Lawrence, Indianola. 21st-Arrived, brigs Helen M. Rowley, Wilton, Galves-on; Guiding Star, Meore, do. Guiding Star, Meore, do. eared—Bark Evening Star (Br), Stockdale, Millord, —Cleared, schr Heien Hastings (Br), Marsden, Ha-231—Cleared, Schr Heiter Bastung (cr.)

24th—Arrived, bark Rowena (Br.), Mills, Cape deVerdes; schr R T Clark, Beilows, Indianola.

PHILADELPHIA, Oct 1—Arrived, steamship Reading,
Colburn, Boston; bark Janette (Dutch, Schener, Rotterdam; schrs Sarah A Reed, Keed, Arecibo; Fannie Cobb,
and Fred Smith, Smith, Bankor; Mollie Porter,
Burton, Wellfleet; C P Stickney, Mathias, Boston (and
cleared for Richmond).

Sailed—Steamship Illinois, Shackford, Liverpool and Stated—Steamship Hillions, Shackford, Liverpool and Queenstown, Edward Horida, Crocker, Providence, Gulf Stream, Bennett and Fanita, Howe, New York; Perkiomen, Pierce, Boston; bark Margaretha Blanca

Clearch, Scamsings Prolida, Procee, Providence, Colf Stream, Bennett and Famila, Howe, New York; Perklomen, Pierce, Boston; bark Margaretha Blanca (Per, Storker, Antwerp: bries Fitania (Dan), Moellert, Perbeb H. Call, Prambes, Aspide, Ola and Algeria; Perbeb H. Call, Prambes, Aspide, Ola and Algeria; Well, Narraganett; J. N. Huddell, Cranmer, and M. Perrin, Packard, Charlestown; S. A. Reed, Arnold, Hartford; B. Thomas, Arnold, East Greenwich; Reading RR No. 48, Adams, New London; J. G. Wesblain, Cavanaugh, Portsmouth; E. M. Buchler, Maloy, do; Mary Haley, Haley, Cambridgeport; Alice Borda, Dukes, and Waiter Palmer, Cole, Providence; A. E. Ketchum, Ketchum; J. B. Austin, Williams; R. W. Tull, Shropshire, and R. B. Miller, Jarvis, Boston; Kate Rommell, Adams, Key West; A. P. Nowell, Lank, New Bedord. mell, Adams, Key West; A P Nowell, Lank, New Bedford.

Newcastly, Del, Oct 1, AM-Passed down this morning, sehrs William Magee, for Fortress Monroe; J B Austin, for Boston; Lizzie D Small, for Danversport; Amos
Edwards, for Galveston.

PM-Passed down, steamships Perklomen, for Boston;
Berks, for Washington; brigs Edith, for Mayaguez;
Hermes, for St Martins; sehrs Emma and L O Winsor,
for Providence: Pascedale, for Narrazansest Pier; Rebecca Shepherd, for Boston; Emma McAdam, for do;
Annie E Sabcock, for Navannah; Taylor & Mathias, for
Pail River.

Schr Jas R Clements sailed for Penn's Grove, NJ.
Passed up, steamer Nortolk, from Richmond and Norfolk.

folk. E. Dei, Oct I, AM—Ships John Parker and Lizzio-Moses unchanged. Nothing passing since yesterday PM... PM—A barkentine entering below the capes. Vessels-ushanasia. unchanged.

FORTLAND, Sept 29-Arrived, schrs C W Dexter, Dun-ton, Gardiner for New York; Childon, Grant, Hallowell for do. Cleared—Brig Prontier, Blaisdell, Sagua; Bust March, Cleared, Hickey, Rustan.

Soth—Cleared, Steamship Geo Cromwell, New York; Schr Henrietta, Langley, Brunswick, Ga.

POETSMOUTH, Sect 30—Sailed, schr Neilie S Jerrell,
Jerrell, Philadelphia.

PROVIDENCE, Sept 30—Arrived, schrs Saille M Evana,
Willetx, Philadelphia for Pawtucket; Success, Richards,
Elizabethport, Esich, Schw, Schrs J H Youmans, Smith, Elizabethport, Esich, Atkins, —— At anchor in the West
Hay, Schr Henry A Paull, Strange, supposed from
Georgetown, Dc.

Schuld—Steamers McClellan, March, Baltimore via Cleared-Brig Prontier, Blaisdell, Sagua; schr Win-

Ray, schr Henry A Paull, Strange, supposed from Georgetown, DC.
Sailed—Steamers McCleilan, March, Baltimore via Norfolk; Mary, Rogers, Philadelphia; schrs Cordelia Newkirk, Huntley, and John M Broomail, Douglass, do; Twilight, Johnson; Mary A Predmore, Sherman; J Harris, Hudson, and Tunis Bodine, Silvie, New York.
PAWTUCKET, Nept 30—Arrived, schrs Brandywine, Adams, and H B Diverty, Nickerson, Philadelphia; Kate & Mary, Cogswell, Rondout, Sailed—Schrs B B Warford, Soragne, and Allie B Beldin, Grumley, New York.
Sailed 30th, schr Joseph Porter, Burroughs, Philadelphis.

Sailed 30th, schr Joseph Porter, Burroughs, Philadelphis,
BICH MOND. Sept 29—Arrived. schrs Clara Merrick,
Smith, and Geo P Hallock. Sharrett, New York.
Sailed—Schr Bertina J Fellows, Smith, New York.
Sailed—Schr Bertina J Fellows, Smith, New York.
ROCKLAND. Sept 29—Arrived, bark Martha McNeilJordan, Liverpool to Bancor.
Sailed—Schr Wim McLoon, Rogers, New York,
SAN FRANCISCO, Sept 24—Cleared, ship Statesman,
Belbourne via Humboldt, brig Percy Edward, Turner.
Tahiti.
Sailed—Barks Royal Tar (Br), Parry, Cork; Italy (Br),
Bagley, Cailao. Bagley Callao. SAVANNAH, Oct 1-Arrived, steamship Worcester. Hedge, Boston.
Cleared—Ship D W Chapman, Miller, New Orleans.
Sailed—Sheamship General Barnes, Cheeseman, New
York: schr Anne Virden, Bernard, St Marys.
SOMERSET, Sept 30—Arrived, schr Carrie S Hart, Davia, Georgetown, DC. SOMERSET, Sept 39—Arrived, schrs Richard Law, vis, Georgetown, DC, STONINGTON, Sept 29—Arrived, schrs Richard Law, Hawkins, Rondont for Boston (and sained 30th); Jenuie Rogers, Rogers, Providence for New York, 30th—Sailed, schr OF Hawley, Bayles, New York for Stath—Sailed, Schr OF Hawley, Bayles, New York for Rogers, Rogers, Providence for New York.

3th.-Sailed, schr O F Hawley, Bayles, New York for Providence.

VINEYARD HAYEN, Sept 30-Arrived, bark Andes, from Baltimore for Bath; briss Haze, Brunswick, Ga, for Beston; George (of Provincetown), Cape Haytien for do: schrs E J Morrison, John T Mason and J Paine, from Baltimore for Boston: Mary A D (Br.), from Barbades for do: Hattle E Lampson, Savannah for do, with three of the crew slok; Carrie Hever, Alexandria for do (see Miscellany); Frank Atkins, J S Detwiller and Rillie S Derby, Philadelphia for do; Orion, Richard Law and J C Crafts, Rondout for oc: G W Baldwin, New York for do; Georgie Shepharl, Alexandria for do; Northern Light, Newburg for do; Flora M Crowley and Ladie Wilcutk, Georgetown, DC, for do; John W Hall, Port Johnson for do: E A Haya, Virginia for do; George E Young and Elice M G. Br., Sammors for do; LA Know, Seeph Farweil, Dividing Creek, Md, for do: Addie, Georgetown, DC, for do; Salie B, Philadelphia for Lynn; Henry J May, do for Beverly; Clara, do for Danversport; Glive Avery, New York for do; E A Stevens, Deborah Jones and A K Woodward, Port Johnson for Salem; Albert L Butler, Philadelphia for do; and others

MISCELLANEOUS.

A PAMOUS RESTORER OF STRENGTH, VIGOR and energy, and a prompt and radical cure for General Debility and Weakness of every description, whether Mental, Physical or Nervous, no matter how aggravated in character, WINCHESTER'S HTPO-PHOSPHITE of the and Soda, This famous Vitaliants of the contraction A BSOLUTE DIVORCES OBTAINED PROM COURTS to different States; legal everywhere no publicity; no fees in advance; advice free. Commissioner for every state and Notary Public. FREDERICK I. KING, Counsellor at Law, 363 Broadway.

CONSTANTINE'S PERSIAN HEALING PINE TAR SOAP cures Gatarrh, Piles, Skin Diseases, Dandruff, Baldness, and is unequalled for washing infants and toilet purposes. Sold by druggists and grocers.

"CHILDREN'S LIVES SAVED FOR 50 CENTS."

Uniform the Every case of Croup can be cured when first taken by Dr. TO MAS" VENETIAN LINIMENT, warranted for typers, and never a bottle returned. It also cures Diarrhes. Dysentery, Colle, Sore Throat, Cuts. Barns and external Pains Sold by the druggists. Depot. 10-Park place, New York.

TO THE PUBLIC. ASK POR ALLCOCK'S POROUS PLASTER, AND HAVE NO OTHERS.

See government stamp has printed on it, in white let-

ters, B. BRANDRETH. ALLCOCK'S POROUS PLASTERS, prepared by Porone Plaster Company, are commanding the attention of the

world. This remedy applied to the spine produces sound, refreshing sleep when soportices, including morphine and hydrate of chloral have been administered to-

the patient in vain.

When we consider how much dyspepsia is occasioned by the want of sleep, how much the recuperativepowers of the body are retarded from the same cause, we may easily comprehend the amazing benefit im-

parted by the application of this Plaster. We warn thepublic against base imitations and brazen forgeries of this admirable preparation.

Ask for ALLCOCK'S POROUS, and have no others

B. BRANDRETH, President of the Porous Plaster Company